

Mr. David R. Dunn, Art Unit 3616; 10/690,742 "Anti-submarining seat-belt assembly" / 1-

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Draft to your Advisory Action of 2005/04/26
10/690,742 "Anti-submarining seat-belt assembly"
Docket No.: G6A4

- (E1) My amended application of 03/24/2004, registered on 04/05/2004 by USPTO
- (E2) Mrs Draper's OAS (Office Action Summary) of 06/23/2004
- (E3) My first amended application of 08/06/2004, registered on 11/22/2004 by USPTO
- (E3A) My letter of 08/06/2004 to Mrs. Draper
- (E4) Your OAS of 02/25/2005
- (E5) My 4-page objection of 2005/04/12 to your OAS (E4) regarding the status and verdict and my amended application
- (E6) Your Advisory Action of 2005/04/26; Deadline 2005/10/26
- (E7) Draft to (E6)

Dear Mr. Dunn,

2005-05-17

1. An anti-submarining seat-belt assembly for increasing survival chance of a passenger of a transport system in an accident or during in-flight turbulence, comprising
a seat belt, consisting of at least one shoulder belt portion (1.1, 1.2), a lap belt portion (1.3) and an extending belt portion (1.4);
a main buckle assembly (9.1), having a master release button (84) and attached to a stiff first transport-system member, generally representing a floor of the transport system adjacent to a first seat-side or a seat-cushion frame at the first seat-side or a mid-tunnel of a motor vehicle adjacent to the first seat-side;
a lower belt deflector (17), deflecting and loosely guiding the lap belt portion (1.3) or the shoulder belt portion and attached to a stiff second transport-system member, generally representing the floor of the transport system adjacent to a second seat-side or the seat-cushion frame at the second seat-side or a post section of the motor vehicle adjacent to the second seat-side or a side rail of the motor vehicle adjacent to the second seat-side;
at least two latch plates (9, 11, 25), the first of which is a main latch plate (9), moveable along the lap- or shoulder belt portion, and the second of which is an anti-submarining latch plate (11, 25), moveable along the lap belt portion; and
anti-submarining buckle assemblies, attached to a seat frame of a seat, generally representing the seat-cushion frame or a seat-backrest frame;
[[All the anti-submarining buckle assemblies (8, 8a to 8d), attached to a seat frame, and the main buckle assembly (9.1) are standard parts which you find in motor vehicles worldwide Toyotas, BMWs to MBs to Ferraris. The anti-submarining buckle assemblies (8c, 8d) are length adjustable. In contrary, Monages' Y-shaped anti-submarining buckle assembly (26c), attached to an anti-submarining belt (24) with fixed length attached to the floor, is non-standard part, which must be manufactured and undergo lengthy, expensive testing and certification for reliability during normal use and in real-world accidents. Due to the fixed length the principle feature thereof fails to protect various sizes of passengers from submarining. See D5, D7 and D11.]]
whereby

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a lower part of the body (96) of the passenger and an upper part of the body (95) are restrained by the lap- and shoulder belt portions when the main latch plate (9) is plug-in connected to the main buckle assembly (9.1); and

[[All passengers worldwide get used to restrain themselves in such way. In contrary, passengers won't accept Monages' restraint systems which fail to restrain various sizes of passengers as well as as well as passengers with small shoulders. Moreover, all five belts, when not used, make an untidy impression and are not beneficial for sales. Who wants to buy such car equipped therewith? See D1 to D6.]]

the lap belt portion (1.3) is subdivided into two anti-submarining belt portions (1.3R, 1.3L) to restrain thighs of the passenger when the anti-submarining latch plate is plug-in connected to one of the anti-submarining buckle assemblies. *[[This feature differs from Monages' one]]*

After having forwarded to you my three-page draft on May 16 I made a call to you in order to explain you the drawbacks D1 to D6. You did accept my objection to Monages' inventions as well as my verdict „junk“ thereover! Please read the remaining drawbacks. Hence, I disagreed with your opinion, listed hereinafter:

- a) You rejection of my claims 1 to 3 and 7 to 26 is due to Monages' invention. Please note it is the greatest junk in the world. How can you promote that junk to the best invention in the world? Please ban it out of the Prior Art at USPTO forever.
- b) Had you carefully studied all the drawbacks you would come to the conclusion of Mr. Gruber from CIPO and the examiners of EPO and DPMA and issue a notice of allowance. Hence, my appl. is in the non-final stage.
- c) How can you, being an experienced examiner, introduce an idea to modify the greatest junk, invented by Monage, with Tame's junk, resulting in the greatest junk and violating any patent rule! Watch closely at Tame's invention. It can never be incorporated into the Y-shaped anti-submarining buckle assembly (26c), which has to be located above the hole.
- d) In comparison with my multi-point seat belts and other suspender seat belts ref. to US 4,231,616, US 4,402,548, US 5,131,683, US 5,524,928, US 6,139,111, US 6,179,329 B1 and US 6,705,641 B2 Monages' suspender seat belt is incapable of restraining various sizes of passengers as well as passengers with small shoulders. Why should we spoil our precious time over the greatest junk?

Summary:

Three- and multipoint seat belts completely differ from Monages' suspender seat belts! Logically, all my claims differ from Monages' ones. The differences are very obvious! To comply with your wish I take the claims 21 and 22 out and replace with one dependent and independent claim.

Kind regards

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